

The Monthly Journal of the  
**Northern Rivers Classic Motorcycle Club Inc.**

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 Or phone President  
 See below



**October  
 2020**

# Classic Torque

## Our Club:-

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles .

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Some information on coming club rides.

**4th Oct. Sunday Ride to Kyogle & 18th Oct. Sunday Ride to Woodburn**

**01st Nov . Sunday Ride to Uki & 15th Nov. Sunday Ride to Alstonville House with no steps**

**Wednesday Rides 1<sup>st</sup> & 4<sup>th</sup> of month as usual . route decided on day**

You **MUST** be mindful of the COVID 19 restrictions , signing on and 1. 5 meters. Please follow instructions from Peter Lake the ride leader. All other riding you do, you **MUST** use your log book days as they are not sanctioned club rides and as such, without the log book entry, you would be in effect under the law, to be riding an unregistered machine.

For further information go to the clubs web site , advisable to read before going on any club rides,

**There are no club meetings planned for October , and Next Registration day is 15th November 2020**

**Also Christmas Party is cancelled , please read our Presidents Report for more details.**

### NRCMCC OFFICIALS FOR 2020

*President & Secretary Mary Walker .....66291509*

*Vice President: John Mazzer ....0417422780*

*Assistant Secretary: David Bonhote-mead.....*

*..... 66291131*

*Treasurer: Marc Jennison.....0411895360*

*Committee: above plus,*

*Alan Stratton.....6682 2688*

*Peter Lake..... 0459 285 872*

*Tony Kempnich..... .6628 1806*

*Registration: Officer:*

*Bryson Walker: .....6629 1509*

*Registration Officials: Pat Holt .... 0435 475 784*

*Brian Riordan ..... 6621 5535,*

*Membership Officer: Marc Jennison 0411895360*

*Librarian: Eric Wilson 66243157 &*

*Peter Lake.....0459 285 872*

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*66291131. info to editor@nrcmcc.org or*

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**Deputy editors:** ..... **All members**

*Catering: Glenn Flint ... 0423262594*

*Raffles: Lyn Stratton.....6682 2688*

*Ride Co-Ordinator Peter Lake .....0459 285 872*

*Event list support, Frank Widdows..... 66860771*

*Webmaster Dieter Opfer webmaster@nrcmcc.org*

**Website: [www.nrcmcc.org](http://www.nrcmcc.org)**

*Club Patron , The club does not currently have a*

*patron. Our immediate past patron was Jack Ahearn*

*{1924-2017}*

A REMINDER: RE THE ENTRIES FOR THE JACK AHEARN RESTORATION TROPHY FOR 2020. YOUR ENTRY MUST BE COMPLETED, BY THE 31st DECEMBER, , AND RUNNING, REGISTERED ON H PLATE OR FULL ROAD REGISTRATION, , AND BE 30 YEARS OLD THIS YEAR OR OLDER. CONTACT THE FOLLOWING FOR MORE INFORMATIO. CALL . JOHN CAFE-66 244 280, ERIC WILSON - 66 243 157

## From the Presidents Chair

With the global pandemic still with us we need to be mindful of what we, the club, are doing to stay within the COVID- 19 restrictions and still operate in a limited capacity. I have heard grumblings from some club members who say but this or that club are doing this or that WHY can't we. I have also heard of other clubs holding a variety of club activities, meetings, rides these have also brought the clubs to the notice of the police. This is what we DO NOT WANT so we are operating within the restrictions as I do not want the club fined \$11000 or members fined \$1000 on the spot.



**The new regulations also state that every person present will be held individually responsible.**

We have two activities on our books the Registration day and the Christmas party.

**First the registration day** will be held once again at our residence 14 James Gibson Rd Clunes on November 15 with these restrictions, we are allowed 20 visitors on the property at any given time with the number of registrations needed to be carried out we will need to have those who need to get registrations done to phone me. Either at the home number or 0429662915 leaving a message so I can gauge the numbers needing rego's, I will email/message you time slot.

The idea is to have 18 club members for one (1) hour to have rego's done and a quick cuppa and chat keeping in mind the 1.5 distance rules.

There will be several 1 hour time slots allotted throughout the day. These time slots need to be adhered to and when your time to leave is up you must leave.

I am unsure as to how many rego's are needed so I will slot you into these 1 hour meetings, but I won't know who wishes to attend until everyone has contacted me. If the numbers are low we may be able to extent your visiting time. If there are too many we may used November 22 as an extra Rego day.

### **Christmas Party – ~~November 22~~ Cancelled**

The clubs Sunday and Wednesday rides have been successful and our members have enjoyed their times, while other members have been either using their full registered machines or their 60 day log books to go on rides as well. Sunday & Wednesday rides- PLEASE REMEMBER the restrictions of 10 persons per ride still apply as you can only gather in this number at business premises.

As you know there is not a lot happening we have had a few members calling in to get early rego's but have not been riding unfortunately. I would like to thank Peter Lake for continuing to run our 4 monthly rides. To our committee you are a great group of people to work with in these times thank you.

Keep safe my friends enjoy your family, motorcycle family and friends as they are your world and your support. Keep in touch with each other as we all need families & friends.

Mary Walker

## Ladies Luncheon

Hi all Some of the club ladies have started to have a Opportunity shop, Shopping and Luncheon day out you are all welcome.

We are unsure where and when the next outing will be, if you are interested please contact me and when the next one is planned I can let you all know.

If you are unable to drive that is mostly ok as many of us are willing to car pool.

Our last outing was at Kyogle on 2 October, we all had a great time and enjoyed our lunch and our shopping experience.

There is plenty of talk, laughter and support which in these trying time is needed by some.

We are trying to do this once a month but this doesn't always happen.

We are abiding with current COVID-19 regulations and if there are too many wanting to attend we will need to split our group.

Keeping in touch with our lady members and members partners.

Cheers Mary

Girls just wanna ...  
Girls just wanna have fun ..



So sang Cyndi Lauper in 1983



### Wednesday 23rd September Harry writes

Today's ride saw 10 bikes turn up for a 0900 start, We rode out past the dump & up Skyline, down Rous Rd & a few other roads to come out on the old Hwy at Wardell where we had it all too ourselves to Woodburn, over the bridge back along the river to Dungarubba then up to Tuckurimba & down to Coraki to the newly opened cafe for coffee/tea & eats, it was a warm day to start & got warmer, thanks Peter, we started with ten & finished with ten - no one lost so you get a 10. Regards Harry.



Six retired Irishmen were playing poker in O'Leary's Cafe when Paddy Murphy loses \$500 on a single hand, clutches his chest, and drops dead at the table.

Showing respect for their fallen brother, the other five continue playing standing up. Michael O'Connor looks around and asks, 'Oh, me boys, someone got's to tell Paddy's wife. Who will it be?'

They draw straws. Paul Gallagher picks the short one. They tell him to be discreet, be gentle, don't make a bad situation any worse.

'Discreet??? I'm the most discreet Irishmen you'll ever meet. Discretion is me middle name. Leave it to me.'

Gallagher goes rides Murphy's house and knocks on the door.

Mrs. Murphy answers, and asks what he wants.

Gallagher declares, 'Your husband just lost \$500, and is afraid to come home.'

'Tell him to drop dead!', says Murphy's wife...

'I'll go tell him.' says Gallagher.

## A tale of two fairings...

It was a dark and stormy night. It was the best of times; it was the worst of times... No stop. That's something else altogether. This is a story about a motorcycle. A 1975 BMW R90/6. I know very little of its life from 1975 when it rolled off the factory floor to 1989 when it came into my possession. The guy who sold it to me was a British backpacker. He and his girlfriend had ridden the bike "around" Australia and it was time for them to sell up and head home. The bike had 73,000 km on it (for all I know the second time around). It came with panniers, top box, a tank bag and a bunch of original tools plus extras. The mufflers had seen better days, but they still worked fine. Asking price was \$3,800.00 but he let it go for \$3,300.00. He even delivered it to my place.

First thing done was a full service which I muddled through by myself with my newly purchased Clymer workshop manual. Ask anyone, these bikes are great to work on. No chain to mess around with and everything is relatively easy to get to.

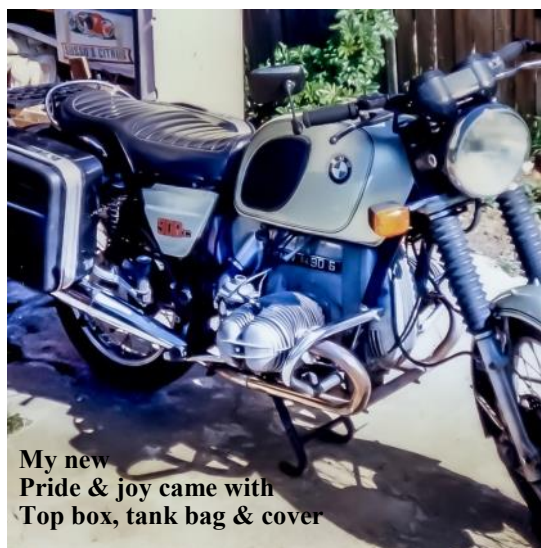
I know, I know, this is a tale of two fairings and here I am rabbiting on about my first BMW. Ok. So, I had actually wanted to buy an R100RS, but back in 1989 nobody was selling them. Actually, there were almost no second-hand BMWs being sold at all and new ones were beyond the budget. So, I got this R90/6. I rode it around for a while and started searching for a second-hand RS fairing. I got pretty excited when I found one on a wrecked bike at a local motorcycle wrecker. The only damage to the fairing was a hammer sized hole that someone had put in it so that the bike could be written off for the insurance. Go figure. For \$500.00 I got the complete fairing with all brackets and fixings and the clock and voltmeter. Next was the search for someone to fix the hole and match the paint to the current colour of the bike. The bike had been resprayed at some time in its life to a BMW car colour (light jade green).

While the fairing was off being repaired, I started to dismantle the front end. Blinkers, headlight and mirrors would all be mounted on the new fairing. I had to remove the indicator stems and the headlight "ears". It was also around this time that I discovered that the 90/6 did not have the two bolt holes in the steering head to which the main fairing mounting bracket is attached. I had to make sure that the holes were in the correct position and the correct distance apart. I also needed to find out what size the holes and to be and what size and thread type was required. I got it all sorted. Holes drilled and tapped but then discovered that the headstock was slightly thinner than on the RS frame. Don Wilson came to my rescue by making a couple of threaded inserts that went into the steering head from the inside. Finally got it all back together and got the fairing mounted. I now had the only 1975 R90RS (that I knew of).

It was fantastic. This bike was my daily commuter. It kept me dry (mostly) in the rain and protected from the wind. It was a bit hot behind that fairing in summer though. As good as it was, there were a few problems. The fairing was too big and heavy for the poor little R90. Also, I hadn't noticed it when it went on, but the main fairing bracket was slightly bent. Not enough to effect the fairing but noticeable. As time went by and we got busier with work, there was less time to devote doing my own servicing. I started taking the bike to Don Wilson for services and the odd more serious repair; heads and valve, truing wheels etc. it's there that I met Michael Schnerring. Every time I took the bike to Don he would curse me out because he always thought the bike was an R100RS until he looked more closely.

I'm sure you're wondering when this story will get around to the second fairing promised in the title. Well, here we go. Almost 20 years ago, we moved from Sydney up to the Far North Coast. By sheer coincidence, Michael S had made the move a year or so before we did. Took about a year after we moved up here to reconnect. I know, what's this got to do with two fairings? You'll find out soon enough, just keep reading. The fairing was too big and heavy for the R90 and it was most certainly too hot behind that fairing in summer in our new location.

I started looking around for bits and pieces to turn my R90RS into a fake R90s. For this I needed the /7 tank, the S fairing and the ducktail seat and surround. I managed to find the parts and had them sitting around waiting for a bit of time to get started with the makeover. Fate or luck or what have you had other plans. My mate Bernie had recently purchased an R100s that had been sitting in a shed for some years. He had intended to make this one of his projects but already had too many on the boil so he decided to sell it. I had the space time and money so before long it was sitting at my place. This would be my first restoration project so the fairing swap on the R90 was put on hold. Now that R100s restoration project is whole another story that I may bore you with in a future newsletter. Here's a pic to tide you over... on the next page



**My new  
Pride & joy came with  
Top box, tank bag & cover**



**The worlds first & only 1975 R90RS**

Having finished the R100s project, I turned my attention back to the R90RS. I wanted to bring it back to original spec as per when it left the factory. A bit of research helped me to discover that it had been Imola Polaris silver with black pin stripe. While I was still researching the history of my R90 I went about the task of removing the RS fairing. I had purchased the R100s in 2005 and spent about 9 months or so restoring it. So by the end of 2006 the R90RS was back to being an R90/6 with no fairing.

As luck would have, while perusing eBay one evening, I stumbled upon an auction for a job lot of two 1977 R100RS bikes. One was in bits, about 40% together and the other was in registered riding order without the fairing. Long story short, I won the auction and now had my next two resto projects waiting. This too is a story for a future newsletter but here are a couple of pictures of what became of those two bikes. By the way they have

consecutive frame and engine numbers having come off the factory floor one after the other; numbers 140 and 141.

The restoration of these two bikes spanned 2009 and 2010. Finally, in 2016 it was time to restore my R90/6. This restoration benefited greatly from experience gained in doing three previous restorations. The R90 was a complete strip down, powder-coated frame, hydro-blasted aluminium parts, new drive splines, stainless steel spokes, taller fifth gear and a Siebenrock 1000cc piston and cylinder kit. Here's the finished bike.



Finished R100s project

My two R100RSs 140 (in Blue) and 141 (full fairing in satin silver blue)



The finished R90/6. This photo makes it look like a toy....

At last we will get to the bit about the second fairing. I appreciate your patience and here we go. On the way to the 2019 Annual Rally in Evans Head, we struggled against winds that felt like we were going backwards. It was then that I decided that this bike needed a fairing. So I started asking around if anyone had a decent second-hand S fairing to no avail. Just as I was starting to look into buying a repro fairing, a good genuine second-hand fairing popped up in one of the Facebook groups that I read. It was in good condition and came with all the brackets and a voltmeter.





I took this fairing down to Rides Custom Shop in Lismore. The colour matching and finish is most impressive and didn't cost an arm and a leg.

So yesterday (1<sup>st</sup> September) I took the R90/6 for a ride out to Lillian Rock and Michael S and I set about the task of mounting the fairing. Now as an aside, when you have to do any work inside a BMW motorcycle headlight of the 70s era, they can be a jumbled mess of spaghetti. Depending on who has had their fingers in there. Michael S did the wiring when we did the resto on this bike in 2016 and the wiring in the headlight is just awesome.

Everything went together really well. There were no dramas. Mind you we did have to search for some terminals in the headlight for the wiring harness for the clock and voltmeter.

It was a very pleasant few hours spent in the shed with minor distractions around the slot car track.

So there you have it. 30 plus years later my R90/6 finally has the fairing it should have had. The ride home was great.

The bike has an entirely different feel. So much better. Wish I'd done this to it back in 1989. I'll leave you with a couple of pics of the finished product. Till next time, keep the shiny side up. Dieter



Now that is how the inside of the headlight should look...





**WELL DONE DIETER .**

**NRCMCC Market:** You can advertise here 'For Sale', 'Wanted', 'Swap', 'Advice needed', 'to Give away', etc - ie, any deal you can imagine to do with motorcycles.

**Please contact the editor** - details on the 'Club officials' list somewhere in this newsletter.

Unless otherwise arranged, advertisements will be maintained for two issues.

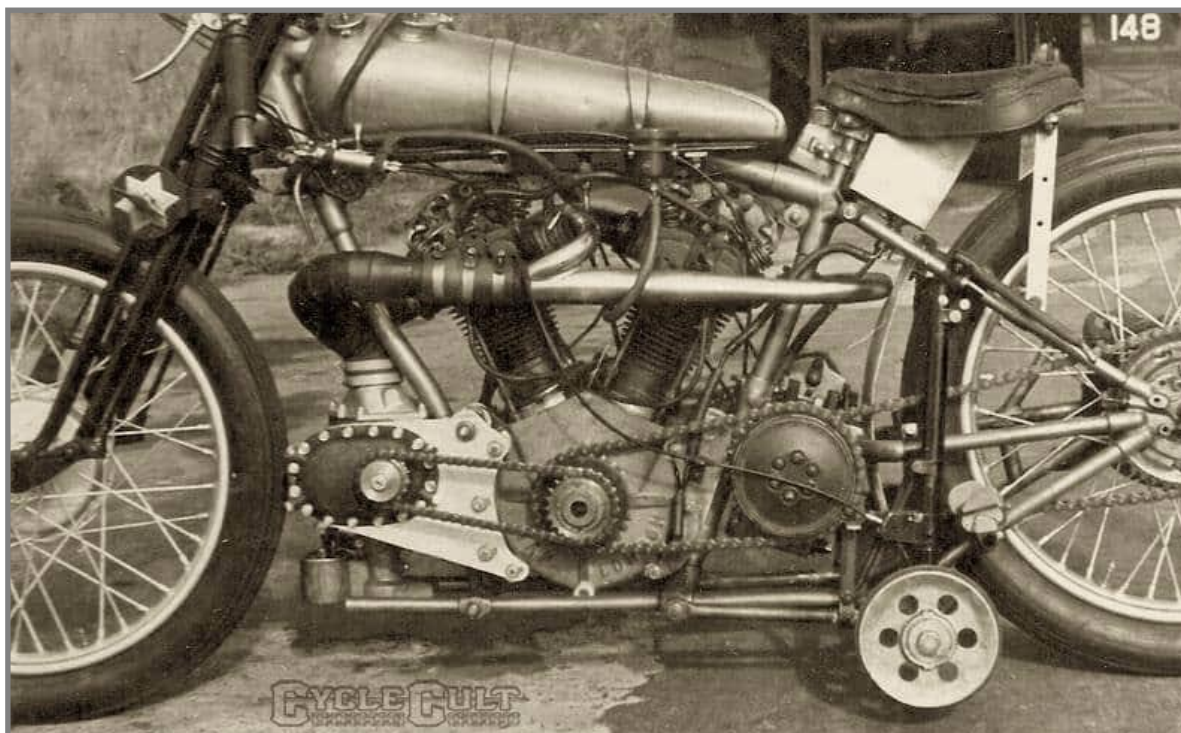


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**Wanted.;** BSA M20 Gearbox.  
Contact Ian Gibbs 0473229716.

**For Sale 1972 BMW R50/5.** "Toaster" model. Lots of new parts have been used to bring this bike back to near original condition. currently on club rego. \$7800  
Contact David [0266291131](tel:0266291131) for more details







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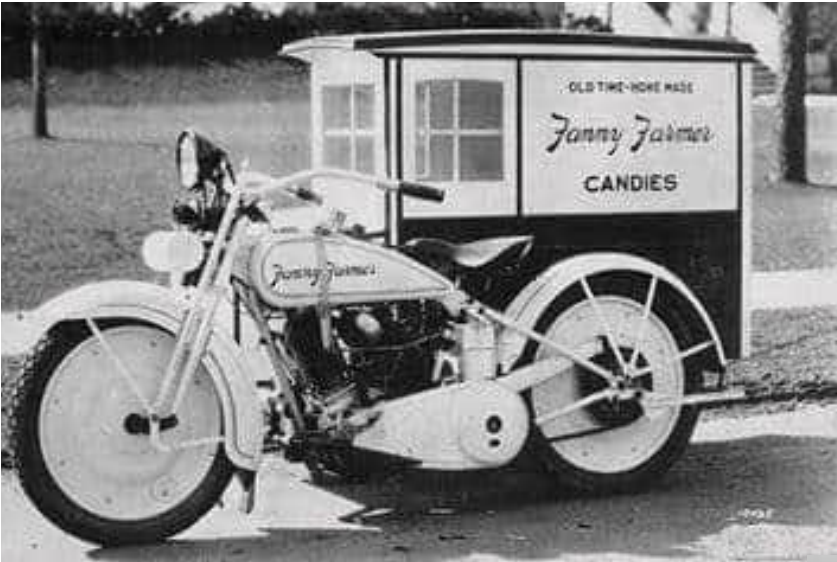
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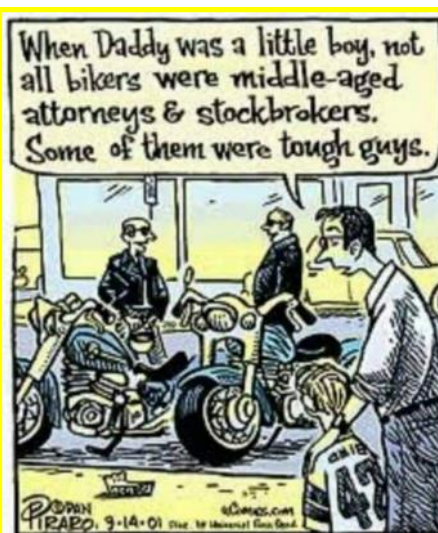
Lake Gairdner—Home of Dry Lake Racing in Australia



Some photos taken  
From the  
Dry Lake Racers Australia  
Web page .



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**Last word from the Editor,**  
 Many thanks to Ride Reporter Hairy Harry, ..Mary for her President and Lunch report .. Terry S who sends all the great bike photos , Dieter for his BMW Article and Eric for his Irish Jokes, and lastly the Assistant Secretary for helping to put this Newsletter together ....Cheers David BM

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